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Montana and the sky

MDT Department of Transportation - Aeronautics Division Vol. 44 No. 10 October 1993

Surratt Memorial Award Established

Debbie Surratt, Billings, has established a memorial in loving memory of her late husband, Terry Surratt who died of exposure after his iced-up airplane went down in the mountains north of Drummond the night of January 29, 1992.

Debbie has established this memorial to fund the Aeronautics Division's winter survival clinic which was discontinued several years ago due to lack of funding.

Debbie feels if Terry had the survival skills this type of training provides he would have survived.

This memorial serves as an extension of the appreciation and gratitude by Debbie and her family to the many volunteers who participated in the Surratt search by volunteering their aircrafts and many tireless hours of flying

The Aeronautics Division is tentatively planning on offering the first Surratt Memorial Winter Survival Clinic in early March of 1994.

Labor Day Fly-in

The annual Labor Day Fly-in at West Yellowstone attracted over 40 aircraft. The weather was beautiful, allowing many people to camp in the airport campground.

Bill Koss accepts congratulations from Mike Ferguson.

Denney Bridges, FAA, Helena, conducted a safety clinic and John Lowry, Billings and Mike Ferguson put on a density altitude clinic. Several pilots tested their aircraft performance against the theodolite and the winner was the Montana Coyote flown by Bill Koss of Helena.

Elevation at the Yellowstone Airport is 6,644 feet which can cause problems for aircraft departing at gross weight on a hot summer day.

Most airport tenants donated prizes which were awarded for the longest distance travelled, oldest airplane, best antique airplane, best airplane restoration and best homebuilt.

The airport cafe prepared meals to perfection!

Part of the group who assembled in Yellowstone gather following the safety seminar.

Administrator's Column

Third Class Medical Extension Proposed: The Aircraft Owners and Pilots Association (AOPA) has petitioned the FAA to extend the current two-year requirement for third class medicals to 48-months. AOPA contends that the FAA needs to recognize trends in improved health and thus update their medical standards. The AOPA proposes that this extension initially only apply to VFR-only pilots and that a trial period be established for non-instrument pilots who get their third class medicals between January 1, 1994 and December 31, 1995. During the 48-month period the FAA would have time to collect data to determine if safety is a factor by the longer intervals between medical exams. AOPA cited the United Kingdom's action which in 1986 extended third class medicals to five years. The AOPA plan would not change the authority of the Federal Air Surgeon to require more frequent medical exams if a pilots condition warrants.

Third Class Medical Elimination Proposed: The Experimental Aircraft Association (EAA) has asked the Federal Aviation Administration (FAA) to eliminate th e requirement of a third class medical for those pilots flying within "Recreational Pilot" standards. Pilots who hold a Recreational Pilot License and pilots holding higher ratings but only flying within the Recreational Pilot standards (one passenger and daytime VFR only) would qualify. EAA cited that there has been no problem with medical self certification with hot air balloon, sailplane or motor glider pilots. This proposal will be in the form of a Notice of Proposed Rulemaking (NPRM) so keep an eye out for it in the Federal Register and then comment if you have any opinion.

FAA's DC-3 Grounded: The Senate Appropriations Committee cut a funding request from the FAA to keep its DC-3 in service. The FAA has used the DC-3 for promotional purposes at airshows throughout the country. The airplane is kept in beautiful condition and has been well received by the public. The public interest and demand for this great old airplane has kept the crew busy and for what little this costs the FAA in the overall budget seems like only a small drop in the bucket. The good will and positive public relations has to far outweigh the cost.

Pilot and Mechanic Shortage Predicted: A federal advisory committee has predicted a possible shortage in qualified pilots and mechanics within the next three to five years despite the massive layoffs of airlines caused by bankruptcies and military downsizing. The committee report outlines many recommendations including a strong focus on education and training programs to meet industry needs and that Congress put limits on excessive product liability awards by the courts citing that the principal source for new general aviation aircraft is now from foreign manufacturers.

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Marv Dye, Director

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Spirit of Aviation Award

Dr. Jerald Cockrell, presented the Spirit of Aviation Award at the 1993 Montana Aviation Conference in Missoula. The award originated by Dr. Cockrell and presented to Ann B. Humble in 1993 is a non-aviation award that recognizes a Montanan who has made many lifetime contributions. The award is designed to educate and introduce non-aviators into the aviation community.

The recipient will be invited to the 1994 Montana Aviation Conference in Billings to accept the award.

The Aeronautics Division is seeking nominations for the 1994 Award. Please submit a short biography and cover letter to the Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call Debbie Alke at the Division for more info.

Elder Statesmen of Aviation Selected

The National Aeronautic Association announced that seven persons have been selected to receive the prestigious Elder Statesman of Aviation award for 1993. They are Joe Foss, Evelyn B. Johnson, L. Welch Pogue, Benjamin R. Rich, Kenneth A. Rowe, James B. Taylor, and Robert R. Williams.

Ken Rowe, Director, Virginia Department of Aviation, has been with the Virginia Department of Aviation for more than three decades. He initiated a series of innovative programs which have significantly enhanced civil aviation and has made the department a model for other state aviation agencies throughout the country.

Montana congratulates and thanks Ken for his many dedicated years of service to aviation and is delighted to see this distinguished award presented to a much respected state aviation director.

International Aviation Art Contest

Again this year, an international art contest is being sponsored in part by the National Association of State Aviation Officials (NASAO).

"Flying Saves Lives", is the theme of the contest designed to motivate and encourage children to become more familiar with and participate in aeronautics, engineering and the sciences.

The contest is divided into three age categories and open to children ages 5 - 16. The artwork of the three first-place State winners will be forwarded on to Washington, D.C. for the national competition with the winners advancing to the international judging in Europe.

Entries are due at the Aeronautics Division by December 13. For contest rules or more information contact Debbie Alke at the Aeronautics Division, 444-2506.

Calendar

October 8-10 — Montana Flying Farmer Convention, Glasgow.

October 15-16 — Open House/GPS Demo, Aerotronics, Billings.

October 22 — Montana Aeronautics Board Meeting, Helena.

November 13 — MAAA Dinner Meeting, Colonial Inn, 6:30 pm, Helena.

Feb. 4-6, 1994 — Flight Instructor Refresher Clinic, Helena.

Feb. 23-26, 1994 — Montana Aviation Conference, Billings.

Burian Announces Retirement

Lawrence L. Burian, President, National Air Transportation Association (NATA) has announced his retirement effective mid- October.

NATA Chairman of the Board said, "Larry has led NATA for two decades, much longer than anyone else in our 53-year history.

He commands a wide field of knowledge of general aviation, knows the ins-and-outs of lobbying on the Washington scene, and is a top- notch trade association manager.

He will be working with us during the transition to new leadership and has committed to a consulting role to assist NATA to meet the challenges of the future."

NATA was established in 1940 as the private policy group representing the interests of aviation service companies before the highest levels of government in the Nation's Capitol. NATA members provide fuel and line services, on-demand air charter, aircraft sales, flight training, maintenance and major repair, avionics, instruments and other technical services.

Many of you remember Larry's visit to Butte where he appeared as the kick-off luncheon speaker for the 1989 Montana Aviation Conference. We wish him well.

15th Annual Mountain Search Pilot Clinic

By: Debbie Alke
Administrative Officer

Thirty volunteer Montana search pilots completed training September 17-19 in Kalispell at the Mountain Search Pilot Clinic.

The program began with a ground school on Friday evening. Paul Kilmer conducted an FAA Wings Program and Sparky Imeson spoke on Mountain Flying.

Saturday morning started with flight training in mountain search techniques in the vicinity of Schafer Meadows, Spotted Bear and Meadow Creek. Flight instructors were Mike Strand, Bill Werner, Stan Read, Wayne Turner, Glenn Parmeter and Fred Hasskamp (the Division was very happy and fortunate to have Fred return from Minnesota to assist with the clinic). Survival training with Chuck Thuot and Jeff Hogan of the Emergency Response Institute took place near the Flathead River.

At the same time as the flight instruction and survival instruction, Will Mavis, Lyle Sartain and Hugh Wilkins conducted ELT homing classes. ELT classes include classroom instruction in the techniques of tracking ELT signals as well as hands-on practice at the airport trying to home in on a hidden ELT. Setting up an aircraft for homer tracking and homing in flight were also covered.

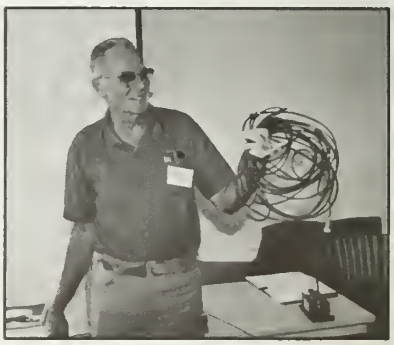
Saturday evening ground topics included observer training (how to look most effectively from an aircraft and what to look for), the Montana air search system and pilot survival sense.

Thirty fatigued but enthused mountain search volunteers returned home with a sense of satisfaction, knowing that if called upon to help with a search they will be better prepared to help assist in a safe and efficient manner. Our thanks to the many volunteers that make up the search network in Montana and to those who have taken the time and expense to attend or instruct at the clinic over the past years.

The 1994 clinic participants were: Jim Burton, Alan Bentley, Jim Binger, Dave Blakley, J.L. Barrett, Don Clark, Jerry Dodds, Keith Iverson, Damon Lander, Jack Gillespie, Glen Larsen, Joe Guthrie (semi-retired test pilot), Tom Helm, Charles Fisher, Gary Kline, Doug Getz, Reg Goodwin, Stan Monger, Linda Marshall, Roger Muchmore, John Weber, Bill Winninghoff, Ed Roatch, Kip Roy, John Lowry, Jane Shiley, Bob Shiley, Gary Stensatter, Lou Norton and Doug Parrott (retired Northwest Airlines captain).

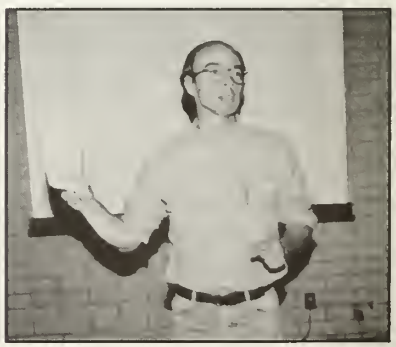
Mike Ferguson welcomed participants to the very fast-paced and intense Mountain Search Pilot Clinic.

Sparky Imeson, noted author and recognized authority on flying in the mountains, presented an interesting course on mountain flying.

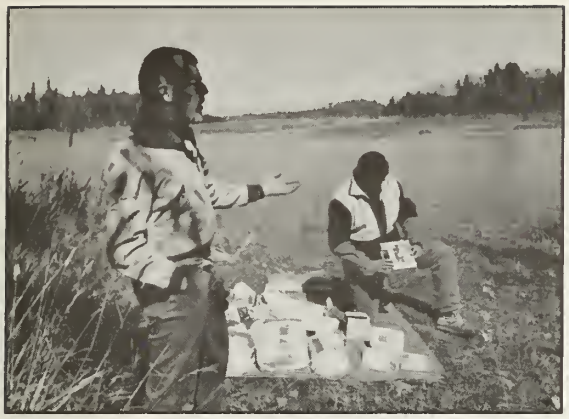


Lyle Sartain briefs participants on the importance and operation of an ELT homer.

Fred Hasskamp advises volunteers on the overall schedule, grid search and training areas.



Paul Kilmer, Helena, FSDO, presented the FAA Wings Program.



Chuck Thuot and Jeff Hogan teach participants what survival equipment is best to use in an emergency situation and how to "make do" with what is available, including aircraft parts.

MAAA Fly-In

Over 100 airplanes gathered August 6-8 in Three Forks for the annual Montana Antique Airplane Association Fly-in.

Darlene Sanders presented the "Best Classic Award" to Steve Kleimer and Alan Drain of Bozeman for their 1954 Cessna 180.

Bud Hall, Fly-in Chairman, awarded Brooks Martain, Bozeman, with the "Hard Luck Trophy". At the 1992 MAAA Fly-in at Three Forks, Brooks' newly restored Stearman ended up on its back when the breaks locked-up. The Stearman has once again been completely restored and is back in the air.

The Three Forks Airport is "perfect" for the event. It features a good location with both paved and grass runways. There is less air traffic, allowing the antiques air space to fly patterns.

Brian Goes to Camp

Brian is pictured with Chuck Larson, Director of Education, Experimental Aircraft Association.

Brian Biggerstaff, Stanford, was the winner of the Aeronautic Division's 1993 Aviation Awareness Art Contest. Brian was awarded full tuition to attend the Experimental Aircraft Association Air Academy at Oshkosh, WI. The academy is held each year in conjunction with the EAA Convention and Fly-In. Tuition donations are received from the aviation community and organizations at the aviation conference each year. Northwest Airlines provided round- trip air transportation for Brian.

Brian is a student at Stanford High School and the son of Mr. and Mrs. Mike Biggerstaff.

EAA Aviation FOUNDATION

DEDICATED TO THE EDUCATION, HISTORY AND DEVELOPMENT OF AVIATION

July 24, 1993

Michael D. Ferguson, Administrator
Montanta Dept. of Transportation
Aeronautics Division
2630 Airport Road
P.O. Box 5178
Helena, MT 59604-5178

Dear Michael:

I'd like to thank you and all the people who donated to send me to the tenth annual EAA Air Academy.

The EAA Air Academy has Introduced me to many of the skills required for the construction, restoration, and maintenance of aircraft. The Academy has also broadened my knowledge in the technologies and history of aviation.

Once again I'd like to thank the Aeronautlcs Division for sponsoring the Aviation Awareness Poster Contest. It has provided me with a once In a lifetime opportunity that will be unforgettable.

Sincerely,

Brian Biggerstaff

Brian Biggerstaff

EAA AVIATION CENTER, P.O. Box 3086, OSHKOSH, WISCONSIN 54903-3086 PHONE 414/426-4800, FAX 414/426-4828

Young Eagles top 100

By: Debbie Alke
Administrative Officer

Ed Lachendro, Young Eagles Coordinator, EAA, has presented Mike Ferguson with the Young Eagles 100-mission patch. Since the inception of the Young Eagles Program, Mike has personally given introductory flights to over 100 youth and is the 6th recipient of this award.

EAA's goal is to provide one million young people a personal flight experience by the year 2,003, the 100th anniversary of powered flight and the 50th anniversary of EAA. Montana has been asked to provide 3,200 flights in this cooperative effort.

For many years, through its airport career awareness program Montana has introduced thousands of youngsters to aviation. The program includes a briefing at the Aeronautics Division which describes the functions performed by the Division while serving the aviation community and information about each business or governmental agency located on the airport with an emphasis on career opportunities. Also included is the safety of flight and the economic impact that aviation has on our State.

Tours are tailored to the interest of the group and include visits to a combination of the following facilities: Army Aviation Support Facility, Montana National Guard; National Weather Service; FAA Control Tower; the Helena Vo-Tech Aviation Maintenance School and the Helena Airport Crash Fire Rescue facility.

The tour concludes with an orientation flight. Every effort is made to make our young people (the aviators of tomorrow) feel welcome at the airport. The future of aviation is dependent on aviation education.

Mark Pinkerton, Mike Rogan and Duane Martens meet at the Aeronautics Division in Helena to exchange the mower.

Rosebud County gets Mower

By: Mike Rogan
Aviation Support Officer

Rosebud County Commissioners, Mark Pinkerton and Duane Martens picked up a surplus mower for use on Forsyth and Colstrip Airports. The mower was acquired through the Federal Surplus Personal Property Program by the Aeronautics Division. The cost to Rosebud County is zero.

The Aeronautics Division screens federal surplus property and distributes it to public airports. Items that are screened require that they be used for the development, improvement, operation, or maintenance of a "public" airport.

Examples of personal property which may be requested for public airport purposes: pump trucks, fire trucks, beacons, mowers, rollers, sweepers, snowplows, jeeps, crash trucks, fencing wind tees, etc.

If your airport needs something call us and we will put you on a wish list and look for those items for you.

Amy Burger of Helena received her private pilot license on August 27. Amy was the 1992 senior winner of the Aeronautics Division's Aviation Awareness Art Contest and attended the EAA Air Academy last summer. Amy is pictured with her dad, Rick, who doubles as her flight instructor. She is a senior at Capitol High.

EAS update

By: Debbie Alke
Administrative Officer

The U.S. Senate has restored funding for the essential air service program for FY 1994 at $5.2 million below the current program level. The reduction would eliminate cities from the program that are fewer than 70 highway miles from the nearest medium or large hub or have a per passenger subsidy in excess of $200 unless the point is greater than 210 miles from the nearest large or medium hub.

The U.S. House of Representatives had previously cut all EAS funding. Therefore, the bill must now be placed in a Joint House/Senate Conference Committee. Appointments to the committee have been made and it is expected a meeting date will be established soon.

The bill as approved by the Senate would not affect service to Montana's seven EAS communities. Eleven cities across the country would lose air service, with Indiana slated to lose its entire program.

The Governor's Essential Air Service Task Force (GEASTF) Chairman, John Rabenberg, Wolf Point, fears that losing eleven EAS communities and the entire state of Indiana, will drastically reduce support of the states on capitol hill and that each future legislative session will be more difficult to gamer majority support for the program.

Senator Max Baucus voted in favor of the program while Senator Conrad Burns submitted one of only nine descenting votes. Although Senator Burns is an ardent EAS supporter, he opposes the amending language which eliminates service to certain communities.

The GEASTF continues to closely monitor the proceedings in cooperation with Senators Burns and Baucus, Representative Williams and Aeronautics Division staff. Task force representatives are writing letters supporting the Senate version of the bill to the conferees.

FAA Issues Certificates

Private

Gerald Andersen	Ulm
Aldo Barone	Whitefish
Geoffrey Bohrnsen	Philipsburg
Franklin Flynn	Helena
Eldon Gjesdal	Whitefish
Clifford Hanna	Missoula
Harley Huntley	Thompson Falls
Jon Isaacson	Butte
Jeffrey Jallings	Belgrade
Chad Latka	Great Falls
Anthony Lavender	Red Lodge
Michael Lundin	Dillon
Traci Mikklesen	Bozeman
John Morissette	Hardin
Eric Nichols	Billings
James Novak	Anaconda
James Olsen	Helena
John Porter	Butte
James Powell	Twin Bridges
John Rosenfield	Great Falls
Dale Sell	Great Falls
Brett Smith	Helena
Rick Smith	Whitefish
Marshall Sullivan	Missoula
Robert Warwood	Belgrade
Jeffrey Wilson	Missoula

Instrument

Thomas England	Helena
Robert Rusex	Helena

Commercial

John Richardson	Billings

Multi-Engine

Trena Brousseau	Whitefish
Henry Coolidge	Sunburst

Multi-Engine Instrument

Carl Brosten	Helena

Glider

James Bastiani	Bozeman

ATP

John Eliel	Wisdom

Ground Inst

Damon Lander	Billings

CFI

Craig Hash	Billings

CFI Renew

Monte Belgarde	Butte
Carl Brosten	Helena
Scott Gliko	Belt
Joe Guthrie	Huson
Jeffrey Jacobson	Great Falls
Edward Kelchner	Great Falls
Paul Lacey	Anaconda
Orval Markle	Glasgow
Patrick O'Brian	Great Falls
Stephen Palmbush	Cut Bank
Brent Vetter	Helena

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